1:Stanford U. S-4, 5 1956 AF14 Central China AF14

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ienced laborers have joined in the planning of the bridge.[16] The construction materials, parts, machines and equipment used are made by various factories in Anshan, Sheng-yang, and Dairen in Manchuria, and in Tientsin and Shanghai in North and East China.[17] It was reported that construction began on July 18, 1955, and it is expected that the railway bridge will be completed during 1958; the highway deck will be finished during the following year.[18]

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When the undertaking is completed, two modern steel bridges spanning the Yangtze and Han rivers will bring the Peking-Hankow and Hankow- Canton railways together. Furthermore, all of the main railway lines in the south will connect directly or indirectly by way of the Yangtze River Bridge at Wuhan with the trunk lines of the north. All the highways in the south will also be connected with those of the north. In addition, the completion of the bridge will unite the three adjacent towns of Wuchang, Hankow, and Hanyang into a single unit; thus united, Wuhan a great industrial city of serious importance to the nation's economic construction, will become a unified municipality both in name and fact.

III. THE RAILWAY PLANTS OF CENTRAL-SOUTH CHINA

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There are seven comparatively large railway plants in the Central-South Region.[19]

16. China Daily News, Aug. 22, 1955.

17. Ibid. 18. Ibid.

19. Chung-k'ung Wen t'i [The Chinese Communist Problems], Hong Kong, Tzu-yu ch'u-pan-she, Series No. I, 1954, p. 76.

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Railway Plants in the Central-South

Name	Location
The San Ch'iao Railway Plant	Honan
The Kaifeng Railway Plant	Honan
The Chiang-an Railway Plant	Wuhan
The Wuchang Railway Plant	Wuhan
The Chu-chou Railway Plant	Hunan
The Heng-yang Railway Plant	Hunan
The Liu-chou Railway Plant	Kwangsi

The Chu-chou and Chiang-an plants are best equipped. According to the general regulation for repairing locomotives and cars, a locomotive is completely overhauled after a run of 300,000 kilometers, and ordinary repairs are undertaken every 100,000 kilometers. Passenger cars are overhauled some time between their sixth and their eighteenth year of service, depending upon the durability of each type of car; for repairs, the service period is halved. The overhaul of freight cars is made on the average of every six to eight years; for repairs, every three to four years.[20]

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Communist China manages her railways almost entirely according to the so-called "advanced experience" of Soviet Russia. The "new measures" are simply the experienced advice of the Soviet consultants. The most important measures adopted by the Central-South railways are mentioned below.

A. The "Economic Calculation System"

The stock of supplies in each of the railway administration's warehouses is checked in order to

20. The Chinese Communist Problems, Series No. I, 1954, p. 76.